

APPROVED

BEAVERTON TRAFFIC COMMISSION MEETING MINUTES SEPTEMBER 1, 2011

CALL TO ORDER/ROLL CALL

Commission Recorder Debra Callender opened the meeting at 7:00 p.m. and explained that both the Chair and Vice Chair were absent. Ms. Callender welcomed the audience and stated that a quorum was present to conduct the public hearings. She asked the Commissioners present to make a motion to elect one member to act as chairperson for this meeting only.

Commissioner McClean MOVED, SECONDED by Commissioner Johnson to appoint Commissioner Conway as Acting Chair for the meeting of September 1, 2011, only. Question called on the motion. Commissioners Conway, Hosford, Johnson, and McClean voted AYE. The MOTION CARRIED unanimously. (4:0)

Commissioner Conway called the roll. Commissioners Ernie Conway, Ashley Hosford, Amy Johnson, and Bradford McClean were present. Chairman Steve Harris and Vice Chair Lauren Holmes were absent and excused. Alternate John Herring was in the audience.

City of Beaverton staff included City Transportation Engineer Jabra Khasho, Traffic Officer Kevin McDonald, and Commission Recorder Debra Callender.

VISITORS

No one from the audience came forward to speak.

STAFF COMMENTS

Mr. Khasho said the Commissioners have before them additional written testimony concerning the public hearings.

CONSENT

Commissioner Conway reviewed the consent agenda comprised of the draft minutes of the August 4, 2011, meeting.

There were no changes to the minutes.

Commissioner McClean MOVED, SECONDED by Commissioner Johnson to approve the draft August 4, 2011, meeting minutes as written. Question called on the motion. Commissioners Conway, Hosford, and Johnson voted AYE. Commissioner McClean abstained from voting on the minutes as he was not present at the August meeting. The MOTION CARRIED unanimously. (3:0)

PUBLIC HEARINGS

Issue TC 687: Crosswalk on SW Menlo Drive at Berthold Street

Commissioner Conway opened the public hearing concerning TC 687.

Staff Report:

Mr. Khasho said resident Randy Evans initiated the request for a marked crosswalk on SW Menlo Drive at Berthold Street because he believes pedestrian traffic has increased, a marked crosswalk would increase driver awareness, and drivers would be more likely to stop for pedestrians.

Mr. Khasho said Menlo currently has marked crosswalks at Allen Boulevard and Bonnie Brae south of Berthold Street. He said the Allen crosswalk has traffic signals with pedestrian push buttons; the Bonnie Brae crosswalk was uncontrolled and was installed in the 1990s as part of the school district's Safe Routes to School Program. He said the school district's walking route leads through Schiffler Park to Erickson Avenue and then connects to a walking path leading to the high school.

Mr. Khasho said State law specifically says all intersections have crosswalks, whether marked with crosswalk lines or not, and pedestrians have the right of way to cross. He said Menlo was classified as a Neighborhood Route; the pavement width was 24 feet, which was fairly narrow. He said most of Menlo has no sidewalks, with the exception of the north end near Farmington Road and the south end near Allen Boulevard. He said the speed limit was 25 mph, the roadway was straight and flat, and there was good sight distance for drivers.

Mr. Khasho reviewed engineering research on crosswalks. He said past transportation research showed that marked crosswalks at uncontrolled intersections actually reduced pedestrian safety because pedestrians became more confident while drivers did not become more cautious. He said pedestrians' false feeling of security reduced safety because pedestrians entered crosswalks assuming traffic would stop for them. He said newer research looked at thousands of crosswalks across the United States, including some in Portland. This study concluded that there was no difference in safety between marked and unmarked crosswalks on narrow streets with low traffic volumes and speeds. On wider streets with higher traffic volumes, the study showed that marked crosswalks increase pedestrian confidence, thus lowering pedestrian safety. The Federal Highway Administration guidelines recommend marked crosswalks on narrow, low-volume streets only where at least 20 pedestrians cross per peak hour. They recommend not marking intersections with lower pedestrian volumes.

Mr. Khasho said in June 2011 staff collected speed and traffic data on Menlo Drive at Berthold Street. The average daily traffic on Menlo was approximately 2,850 vehicles per day with an 85th percentile speed of only 29 mph (meaning 85 percent of the vehicles were traveling at or below 29 mph). He said both the speed and traffic volumes are low. Staff conducted a pedestrian count in August 2011 and found that the peak-hour pedestrian volume crossing Menlo near Berthold was only six pedestrians. He said this was far below the threshold 20 pedestrians per peak hour recommended by the Federal Highway Administration for installing a marked crosswalk.

Mr. Khasho said that based on these facts, marking a crosswalk at the intersection of Menlo and Berthold would neither decrease, nor increase, pedestrian safety. He said staff recommends they deny the request for a marked crosswalk.

Commissioner McClean asked how much it would cost to mark this crosswalk.

Mr. Khasho calculated an installation cost of approximately \$350, in addition to yearly maintenance costs.

Public Testimony:

The Commission received written testimony on this issue from Traffic Sergeant Steve Schaer, Dan and Chris Berge, Jeff Otis, Marcy Freddi, and Richard A. Trujillo.
(in the record)

Randy Evans, Beaverton, Oregon said he lives on Berthold Street and Menlo Drive did not have enough neighborhood support for a proposed traffic calming project. He stated that "numerous" people have been killed on Menlo and the pedestrian pathway on the west side of the street was too narrow to use.

Mr. Evans said Menlo traffic has increased and he said believes staff's traffic and pedestrian counts are wrong. He said he was on the scene the day staff counted pedestrians and staff failed to consider that the day was a Friday and the weather was hot. He said staff should have counted pedestrians on a weekend and when school was in session. He said students cross Menlo at Berthold and he requested that staff collect new data once school opens.

Mr. Evans said the City considers 2,850 vehicles per day on Menlo a low traffic volume, while the neighbors consider that number far too many vehicles. He said Menlo needs traffic calming immediately before there are more deaths.

Commissioner Conway asked when these multiple traffic deaths occurred.

Mr. Evans said possibly around 1988.

Commissioner Conway asked what he knew about Menlo's traffic calming project.

Mr. Evans stated his belief that the City denied Menlo a traffic calming project several times and that this allegedly occurred because emergency vehicles use Menlo. He said emergency vehicles evidently do not use 141st Avenue or 5th Street because the City allowed traffic calming on those streets. He said the City would only install a four-way stop at 5th/6th and Menlo after "numerous" deaths at that intersection.

Dorothy Fisher, Beaverton, said she lives on Berthold Street and was part of the Schiffler Park Watch. She said the park district will soon close Schiffler Park for nine months for renovation and people cannot walk through the park during this closure. She said this would increase the number of children crossing Menlo at Berthold on their way to school. Ms. Fisher said cars drive faster than the speed limit, especially in the morning as drivers use Menlo to reach Allen Boulevard and a marked crosswalk would increase pedestrian safety because drivers would have to slow down and stop.

Commissioner Conway asked if the children she referred to were high school students.

Ms. Fisher said yes, they were high school students. She has seen groups of ten students walking together toward Berthold Street in route to the high school. She does not know when the park would close for renovations.

Commissioner Conway asked if she was on a park committee.

Ms. Fisher said she was a member of the Schiffler Park Watch group.

Commissioner Conway asked if there was an HOA (Home Owner's Association) in this neighborhood.

Ms. Fisher said there was not.

Commissioner Conway asked if the neighborhood has requested the school district to provide a crossing guard for Menlo at Berthold.

Ms. Fisher said she did not know.

Beverly Evans, Beaverton, said she has lived on Berthold for 44 years and has observed that drivers seldom stop for pedestrians waiting without a marked crosswalk. She said the traffic on Menlo was heavy and staff took their "so-called" survey on a Friday because all the neighbors knew they were there counting traffic. Ms. Evans believes staff chose a day with low traffic and pedestrian volumes. She said she always feels safer at marked crosswalks and said pedestrians are responsible to check for oncoming vehicles.

Ms. Evans said it was all citizens' duty, including Mr. Khasho's duty, to provide safe solutions for Beaverton's neighborhoods. She asked if \$350 was too much to ask of the City to increase pedestrian safety on Menlo. She said it was the Traffic Commission's duty as citizens to improve community safety and they must approve this crosswalk.

Richard Eyde, Beaverton, said he lives on the northwest corner of Menlo at Bonnie Brae and he was the original requestor for Menlo's attempted traffic calming project. He said the project failed because the poll did not show enough neighborhood support.

Mr. Eyde said he has observed that drivers are more responsive and aware since the City installed pedestrian warning signs and repainted the crosswalk markings at Bonnie Brae. He believes that drivers often use Menlo instead of using Highway 217. He stated his belief that police "frequently" ticket drivers driving in excess of 50 mph on Menlo. He said he once saw police cite a driver for driving 57 mph on Menlo. He said Menlo has good line of sight for drivers and at Bonnie Brae drivers pay attention to the pedestrian warning signs. He asked the Commission to approve the marked crosswalk.

Commissioner Conway asked when Mr. Eyde saw a driver cited for driving 57 mph.

Mr. Eyde said it was likely 2006. He said for the first step of the traffic calming program, the City placed the photo radar van on Menlo and police increased traffic patrols on the street. He said a retired police officer in the photo radar van told him someone was cited for driving 57 mph on Menlo.

Mary Dowe, Beaverton, said she lives on Berthold and years ago she told the City to install stop signs and crosswalks on 5th Street at Menlo. She said the City refused. Ms. Dowe said she clearly recalls the day mothers called to say their children had been killed at that intersection. She stated it takes only one vehicle to kill someone, and in this case, children were smashed against a telephone pole.

Ms. Dowe said the pathway along Menlo was unusable and pedestrians and bike riders must walk on the side of the road. She said there are several apartment complexes near the park and those people would cross the street. She said there are now crosswalks and stop signs on 5th Street between Farmington Road and Allen Boulevard—but only because the children were killed. Ms. Dowe said residents came to the City and said, “See, we told you it would happen. They died.” She said \$350 was not much, especially since the City has done nothing to protect Menlo residents.

She said during the Schiffler Park closure, seniors who regularly walk in Schiffler Park for exercise would need to walk up and down Menlo for exercise. She said these are Beaverton citizens and it was the City’s job to take care of its citizens. She stated that Mr. Khasho’s traffic data makes no difference; it makes no difference that Traffic Sgt. Schear agrees with him. She said the important point was that citizens wanted to protect their people.

Susan Foust, Beaverton, said she lives on Berthold Street and she came to this meeting thinking that it was obvious they need a crosswalk. She said staff collected the traffic volume data in June when students are out of school. She said staff collected the pedestrian data in August, also when students are not in school. She said they obviously need a crosswalk and it there would be little cost for the City.

Staff Comments:

Mr. Khasho corrected misinformation heard during testimony. Regarding the fatality crash at 6th and Menlo in 1988, Officer McDonald informed him that the driver was impaired by intoxicants at the time of the fatal crash. He stated that crosswalks and stop signs could not have prevented that tragic crash.

Regarding comments about providing a crossing guard for high school students crossing Menlo, Mr. Khasho clarified that the school district does not provide crossing guards for high school students. He said high school students tend to cross where ever they want to cross and typically will not walk out of their way to use a crosswalk.

Mr. Khasho said the speed survey was conducted in June 2011, not in August when staff conducted the pedestrian count. He reiterated that an 85th percentile speed of only 29 mph means that 85 percent of the drivers were driving 29 mph or slower. They were not mostly driving 29 mph or faster as some testimony implied.

Mr. Khasho said he personally worked with the Menlo Drive neighbors for months developing a traffic calming plan. He said they held many neighborhood meetings and developed a design acceptable to the neighborhood. He said the City’s Neighborhood Traffic Calming Procedures specify that 67 percent of the neighborhood must support the plan. Mr. Khasho said he worked extremely hard with the Menlo neighborhood to get the needed 67 percent approval. There was simply not enough interest by residents

living along Menlo to support a traffic calming project. He said the lack of neighborhood interest ended the traffic calming plan.

Mr. Khasho said Menlo's current 85th percentile speed of only 29 mph was too slow to qualify the street for the City's Traffic Calming Program. He said in 2006 the traffic speed was closer to 30 to 31 mph and at that time, Menlo qualified for the Program.

Mr. Khasho reviewed that for many years transportation research did not support installing marked crosswalks at uncontrolled intersections because the markings gave pedestrians a false feeling of safety. He said the City has followed this advice and the majority of Beaverton's crosswalks have stop signs or traffic signal control—there are very few marked crosswalks without controls. He said there are several old crosswalks without controls that were "grandfathered in" that the City has not removed, including one on Erickson and one on Bonnie Brae. He stated that City staff does care about pedestrian safety; that was why most Beaverton crosswalks are at controlled intersections. He said recent research says that, on narrow streets with low traffic volumes, marked crosswalks make no difference to driver compliance. Mr. Khasho said that was why it was important to place crosswalks only at controlled intersections or where a crosswalk was truly critical. He explained that when drivers see the same signs and markings day after day, they become overly accustomed to seeing them and ignore what the signs and markings were intended to communicate.

Commissioner Johnson asked if the street near the crosswalk would include signs to remind drivers they were approaching a crosswalk.

Mr. Khasho said they typically do not add extra signs around intersections. He said staff could add black and yellow signs showing a pedestrian and arrow pointing to the crosswalk.

Commissioner Johnson asked how much this would add to the cost.

Mr. Khasho said about \$250 per sign. They would also need signs stating "Pedestrians Ahead" so the four signs would cost add about \$1,000.

Commissioner Hosford asked if the City could add electronic signage or signals.

Mr. Khasho said that would not be appropriate.

Commissioner Conway asked if Menlo was on the CIP (Capitol Improvement Plan).

Mr. Khasho said it was not. He said Menlo was on the City's Transportation System Plan as a candidate for sidewalks.

Commissioner Conway referred to the testimony about a traffic citation for driving 57 mph on Menlo and asked if police regularly see such extreme speeding on Menlo.

Traffic Officer McDonald said he would need to research police data to speak accurately. He said he has not received any recent complaints from Menlo Drive residents about speeding or any speeding complaints from that area. He said some residents were concerned about drivers not stopping at the stop sign at 6th Street and Menlo, but that issue did not involve speed.

Commissioner Conway asked how staff decided the date for the traffic counts.

Mr. Khasho said he received Mr. Evans' request in July, so he had to gather data for the Traffic Commission staff report and meeting as rapidly as possible. If he had delayed collecting traffic data until after school opened in September, residents would have been forced to wait several more months for a public hearing.

Commissioner Conway asked why staff said nothing in the report about the park closure.

Mr. Khasho said staff had received no information from the park district about when the park would close or for how long.

Commissioner Conway closed the public hearing concerning TC 687.

Commission Deliberation:

Commissioner McClean said this issue seems to be a "no brainer" as testimony showed a crosswalk was clearly beneficial to the neighborhood. He would like to amend the request to include warning signs along with the crosswalk.

Commissioner Johnson concurred. She said a marked crosswalk was more visible for drivers compared to pedestrians standing on the corner. She supports the crosswalk with warning signs.

Commissioner Hosford agreed. She also agrees with Mr. Khasho that a marked crosswalk does not automatically increase safety because pedestrians only have the perception of extra protection. She said crossing safely was still the pedestrians' personal responsibility. Because of the minimal cost, she will support marking the crosswalk.

Commissioner Conway said he has empathy for the ongoing situation on Menlo. He said the 85th percentile shows people speed, though only a modest amount. He said it was good that Menlo was long and flat and has good sight distance. He agrees with the Commission comments about extra signage with the crosswalk and he agrees that a marked crosswalk without traffic control gives pedestrians false security. He said based on the minimal cost, he supports marking a crosswalk. He said this crosswalk would be located between two controlled intersections separated by a significant distance. He said if there were a stop sign at Bonnie Brae, then he would deny this crosswalk. He reiterated that this crosswalk would give pedestrians a false sense of safety. He said if the neighbors were concerned about student safety at this intersection, then they could organize their own volunteer crossing guards--like those on streets around Vose Elementary School on Denney Road. He said if the neighborhood has quantitative speeding data then they could contact the police and ask for help with speeding. He said this was a half-way, medium step. He supports a marked crosswalk with signage.

Commissioner McClean MOVED, SECONDED by Commissioner Hosford to approve marking a crosswalk on SW Menlo Drive at Berthold Street. Question called on the motion. Commissioners Conway, Hosford, Johnson, and McClean voted AYE. The MOTION CARRIED. (4:0)

Mr. Khasho explained that the additional signs do not need to be mentioned in the motion, as he would include warning signs in the crosswalk design. He would prepare a new final written order for the Commission to approve at the next meeting.

Issue TC 688: Parking Restrictions on SW Diamond View Way

Commissioner Conway opened the public hearing concerning Issue TC 688.

Staff Report:

Mr. Khasho said in May 2010 under Issue TC 670 the Traffic Commission held a public hearing on a request to restrict parking on west side of Diamond View Way. The Traffic Commission denied the request and one of the Commissioners suggested that the HOA consider a request to restrict parking only along specific sections of the street, not the entire length. He said this past July the Board of Carson Crest 2 HOA submitted another request to restrict parking on specific sections on the west side of Diamond View Way. He pointed out these sections on a wall drawing: approximately 175 feet on the west side of the street across from Jade View Way; approximately 185 feet east of 164th Avenue; and at the corners along the curb extensions (bulb outs) of the intersections of 164th Avenue and 165th Place with Diamond View Way. He said it was obviously illegal to park along the curb extensions although some still do this. He said parking at the bulb outs severely narrows the driving lane.

Mr. Khasho said parking was currently allowed on both sides of Diamond View Way, with the exception of two narrow areas, one across from Gemstone Court and the other on the north corner of 166th Avenue and Diamond View Way. He said Diamond View Way was classified as a local street and most of the roadway was 28-feet wide. Near 166th the pavement narrows to 24 feet.

Mr. Khasho said a traffic count taken in 2010 showed Diamond View Way carried approximately 750 vehicles per day. He said the City's current Engineering Design Manual allows parking on both sides of local streets when there was a pavement width of at least 28 feet and a traffic count of less than 500 vehicles per day. He said when Diamond View Way was designed it was anticipated that it would carry less than 500 vehicles per day so parking was allowed. When the neighborhood was developed, they expected Nora Road to be extended and carry the extra traffic out to 170th. He said the developer began building the street, and then due to the bad economy, work on the project stopped and Diamond View Way carried the extra traffic. He said once Nora Road was extended, Diamond View Way would carry less traffic as intended.

Mr. Khasho said the letter requesting parking restrictions on the west side of Diamond View Way included 27 signatures, the majority of whom live on 164th Avenue and 165th Place. He said here are also about five signatures from residents who live on the east side of Diamond View Way.

Mr. Khasho said staff continues to believe parking should be allowed on both sides of the street; however, the Carson Crest 2 HOA wants restricted parking on the west side. He said staff therefore recommends approving all the HOA's parking requests with the exception of the 175 feet near Jade View Way. He said they should hear testimony from Jade View residents before restricting their parking.

Public Testimony:

The Commission received written testimony on this issue from Traffic Sergeant Steve Schaer, Carson Crest 2 HOA (27 signers), Michael and Yuqing Leland, Viki von Fumetti, and Steve Adams. (in the record)

Lori Laraway, Beaverton, said she lives on 164th Avenue and she serves as president of the Carson Crest 2 HOA. She said at every HOA meeting she hears complaints about parking on Diamond View Way near the intersection of Jade View Way. She stated she sent two letters to the City and did not receive a written response. She said she finally contacted Gary Brentano who agreed to review her request. She said Mr. Khasho told her he would schedule a second Traffic Commission hearing if she collected signatures from her HOA. She said she did as asked and collected signatures only from her HOA; she stated that she did not collect signatures from Gemstone Court and homes near Jade View Way because those homes are in a different HOA. She said only four homeowners said they would not sign her petition to restrict parking. She said at the time she collected the signatures, seven homes were empty because of foreclosure and five lots had no homes. She stated that all residents she met with were enthusiastic about restricting parking on Diamond View Way. While presenting her petition to residents, she observed that these neighbors made several perceptive statements the Commission should know about. Ms. Laraway read the following quotes for the record:

- "Is the City waiting for someone to die and be sued before they do something?"
- "Is there some friendship or business relationship we are unaware of that allows parking at the intersection of Jade View Way that favors one person's convenience over 60 others' safety and what was best for all?"

Ms. Laraway said these passionate statements make one wonder why the City showed preference for one particular resident in its last decision. She said the City of Beaverton ignored their own design standards that allow parking on both sides of local streets with a pavement width of at least 28 feet and that carry less than 500 vehicles per day, and a width of 34 feet for streets that carry more than 500 vehicles per day. She said Diamond View Way carries approximately 750 vehicles per day. She stated that City staff had inaccurately drawn Diamond View Way in its plat map; it is not 28 feet wide. She stated she personally measured the street width and found it was less than 28 feet wide at the two bulb-out intersections (164th Avenue and 165th Place).

Ms. Laraway supposes that restricting parking would cause some minor hardship for the person living at 9343 SW Diamond View Way (across from Jade View Way) who parks a white vehicle on the road. She said houses at the bottom of the hill have garages that are too small for two cars. Her HOA only wants what is best for the greater good.

Howard Ellberger, Beaverton, said he lives on 165th Place and drives Diamond View at least once a day. He said he drives very slowly around the corner at Jade View Way because it feels dangerous to him. He said some people drive through the neighborhood who are not part of their HOA and who might not know about the white vehicle parked on the corner and might not drive slowly enough to avoid a head-on collision. He said twice he narrowly missed being sideswiped on this corner by drivers who did not notice how the white vehicle narrowed the roadway.

Mr. Ellberger said staff's drawing does not show the pitch of the hill. He said the road was especially dangerous with black ice. He said two years ago, there was black ice on the hill and he would have hit any vehicle parked near Jade View, though none was there. He wants to see all parking restricted on the west side of Diamond View Way.

Commissioner Conway asked about the boundaries of the Carson Crest 2 HOA in relation to homes near the intersection of Jade View Way at Diamond View Way.

Lori Laraway returned to point out on a wall drawing the boundaries of her HOA. She said the homes on Diamond View Way near the corner of Jade View are in a different HOA called Carson Crest 1. She said staff only allowed her to collect petition signatures from her HOA and that was why she did not talk to residents in Carson Crest 1.

Commissioner Conway asked if she talked to residents living on Gemstone Court about the potential parking restriction.

Ms. Laraway said she did not talk to them because they are in the other HOA and staff would not allow her to take the petition to them.

Jeff Tefelske, Beaverton, said he lives on Diamond View Way and he was against the parking restriction. He said he supports anything that would slow traffic and having a few cars parked on the street makes drivers slow down and proceed more cautiously. He would like to see speed humps, but parked cars are also effective traffic calming. He said he drives this street every day and it was not dangerous when drivers obey the 25 mph speed limit. He reiterated he was against restricting parking on Diamond View Way.

John Carter, Beaverton, said he lives on 164th Avenue on the corner of Diamond View Way and he was concerned that parked cars make his children more vulnerable when they walk. He said residents should not have to ask the City to restrict parking on Diamond View Way because the City's Engineering Design Manual says the roadway has to be 34-feet wide for parking on both sides. He believes the City should remove parking from both sides of Diamond View Way.

Mr. Carter asked that the City paint the curbs yellow to designate the restricted parking areas because he feels No Parking signs are ugly and people do not want them in front of their homes. He said the City would not allow him to build a fence within ten feet of the curb near at the corner bulb out at 164th. He said if he cannot build a fence because it might block the view, then it follows that parking should also not be allowed.

Heber Wygant, Beaverton, said he lives on 164th and finds Diamond View Way an exciting place to ride his bike. He said the corner of Diamond View Way at Jade View was dangerous when the white car parks on the corner. When two cars are passing there, there is little room for his bike. He said teenage skateboarders also use this hill and they need good visibility to avoid oncoming cars—especially since skateboarders cannot stop once they begin to descend. He was concerned the car parked at Jade View Way could obstruct their visibility. He said on snow days this corner was especially bad.

Toni Wygant, Beaverton, said she also lives on 164th and she believes parking should be restricted on Diamond View Way. She showed the Commission photos of a car that drove off Diamond View Way and hit a light pole and fence. (in the record) She said

driving up or down the hill was dangerous when the white car was parked on the corner at Jade View.

Matt Poindexter, Beaverton, said he lives on 164th and he thinks parking should be restricted on Diamond View Way. He said the parked car on the corner of Diamond View Way at Jade View restricts drivers' vision and sometimes drivers have to slam on the brakes to slow down. He said fire code standards (as discussed at the May 2010 hearing on TC 670) require a 26-foot street width for parking on one side. He said an email from police said the street should be wider for parking. He said parking should be restricted on both sides of Diamond View Way at any point that was less than 28-feet wide. He said the pavement width of Diamond View Way at 164th Avenue and 165th Place at the corner bulb outs was only 24 feet. He said the City's plat map incorrectly shows the street as 28-feet wide. He said both sides should have parking restricted to ensure the street meets the fire code and so fire engines can enter the neighborhood.

Commissioner Conway asked where Mr. Poindexter contends Diamond View Way was only 24-feet wide, as opposed to the City's contention that it was mostly 28-feet wide.

Mr. Poindexter said this was at the bulb outs on Diamond View Way at 164th Avenue and at 165th Place.

Daniel Rhodes, Beaverton, said he lives on Diamond View Way and the proposed parking restriction would be on the opposite side of the road from his property. He said he asks his guests not to park on Diamond View Way. He said the man who parks his vehicle on the corner of Jade View Way could easily park farther down that street to keep the corner clear. He said the road was not just for the people who live on Diamond View Way; neighbors on surrounding streets also use the road.

Irina England, Beaverton, said she lives on Diamond View Way and she wants parking restricted, particularly near Jade View Way. She said the roadway has limited visibility and any obstruction parked on the street completely blocks drivers' view. She said that one day she saw two school buses waiting to pass while the truck was parked on the corner. She said cars must slow down or one must stop to pass here. She said she always stops and looks behind the parked truck. She said one nearby dead-end street has five parking signs and she cannot understand why there are no similar signs on this corner.

Ryan Lingmann, Beaverton, said he lives on 165th Place at the corner of Diamond View Way and he opposes the parking restriction proposal. He said people would drive much faster on Diamond View Way if parking were restricted. He said numerous people have testified tonight that they have to slow down and drive more cautiously because there are cars parked on the road. He believes there will be head-on collisions if drivers do not have to slow down and drive cautiously. He said he fully supports safety but this was the wrong way to go about improving it. Mr. Lingmann said the requested parking restrictions are not within the requesting HOA and it was important to consider what those other neighbors think about losing the parking in front of their homes.

Sida Zhou, Beaverton, said he lives on 164th Avenue and he believes parking should be restricted on Diamond View Way because parked cars obstruct his view. He said accidents happen the day you forget to be cautious. He pointed out that Diamond View

Way was on a hill and that makes driving difficult in the winter. He stated that he would pray for the Traffic Commission to restrict parking.

Steven Shane, Beaverton, said he is the man who lives at the bottom of the hill on Diamond View Way across from Jade View Way and who parks his car on the street in front of his home. He stated that he was in a different HOA (Carson Crest 1) than most who have testified. He said after the 2010 public hearing on this issue, he began parking nearer to his home to leave more room on the corner and he has done everything he can to make the situation safer. He said he has a three-year-old daughter and a baby and he feels it was not safe for him to park on the opposite side of the road and walk his children back and forth across the street.

Mr. Shane said when he purchased his home there were no parking restrictions preventing him from parking a car in front of his home. He said he strongly opposes this parking restriction. He added that he serves as a board member for his HOA.

Commissioner Johnson asked if Mr. Shane's Carson Crest 1 HOA had discussed Diamond View Way parking issues as thoroughly as Carson Crest 2 had.

Mr. Shane said there has been no discussion at all in his HOA; no one has concerns about parking on Diamond View Way. He explained that his home was built with a two-car garage that actually fits only one car. He said his neighbors have garages large enough for two cars, so he was the only person who parks on the street by his home.

Commissioner McClean asked if any of Mr. Shane's neighbors who live at the bottom of the hill also park on the street.

Mr. Shane said he was the only person who parks on the street at the bottom of the hill.

Commissioner McClean asked for Mr. Shane's address.

Mr. Shane said he lives at 9343 SW Diamond View Way.

Commissioner McClean asked if the neighbors at 9337 and 9325 also park on the street.

Mr. Shane said they do not, with the possible exception of an occasional guest.

Staff Comments:

Mr. Khasho said the areas where Diamond View Way was narrowest are at the curb bump outs; however, even at these points the street was 24-feet wide and parking was allowed on one side.

Mr. Khasho referred to a request made during testimony asking for yellow painted curbs instead of installing No Parking signs. He said yellow curbs actually have no meaning under Oregon law and are unenforceable. The City uses signs on posts with the words No Parking Tow Away Zone so police can enforce parking restrictions.

Mr. Khasho said after the 2010 hearing when the Commission unanimously denied the request to prohibit parking, Ms. Laraway asked what she would need to do to have the Commission hear the issue a second time. Mr. Khasho told her she would need to get

signatures from the residents living directly on Diamond View Way because those were the people most impacted by her request to restrict parking. He said he discussed the matter with Gary Brentano, the head of the Engineering Division at that time, and explained that he had asked Ms. Laraway to get petition signatures from residents living on Diamond View Way. He said he was not included in any private conversations between Mr. Brentano and Ms. Laraway so he cannot speak to anything else they might have agreed upon. He said the staff recommendation was to restrict parking only east of 164th Avenue and around the corners; he intentionally did not include parking near Jade View Way because those residents had not expressed their viewpoint by signing Ms. Laraway's petition.

Commissioner Conway asked why staff did not conduct a speed study on Diamond View Way to determine the street's 85th percentile speed.

Mr. Khasho said this was a parking issue and speed was not part of the discussion so staff did not conduct a speed study. He said traffic volume data was in the staff report.

Commissioner Conway asked why the fire marshal did not comment on the issue.

Mr. Khasho said he sent the staff report to the fire marshal and requested her comments; there was no response. Mr. Khasho reminded the Commission that City Design Manual standards always supersede fire code standards.

Commissioner Conway asked if parking was allowed on Jade View Way.

Mr. Khasho said he believes parking was restricted on one side.

Commissioner Hosford asked why they are looking at restricting parking on only the west side of Diamond View Way.

Mr. Khasho said the radius of the curve was tighter on the west side; this means the east side already has better sight distance for drivers.

Commissioner Conway asked why the City did not restrict parking at the two corner bulb outs when the developer originally built the road.

Mr. Khasho said bulb outs are now very common street features. He said it was obvious that parking was unsafe where the sidewalk extends into the roadway forming a bulb out; there has been no need for the City to post No Parking signs. He said he was willing to post extra No Parking signs on the bulb outs, if that was what the neighbors really want; however, this was typically unnecessary in neighborhoods.

Commissioner Conway asked if it was correct that parking was not allowed at bulb outs.

Mr. Khasho confirmed that was correct; although, parking was legal on the opposite side of the street.

Commissioner Conway asked why that was not set up at the beginning when the development was built.

Mr. Khasho said the bulb outs are not marked with No Parking signs because it was obvious to reasonable drivers that parking there was illegal and unsafe.

Commissioner Conway said that apparently it was not obvious to all.

Commissioner Conway closed the public hearing concerning TC 688.

Commission Deliberation:

Commissioner Hosford said it sounds as if the request at the first hearing to restrict parking on the entire west side of Diamond View Way was not a good fit for everyone. She said the majority of people attending tonight have an opinion on this issue, yet most do not live day to day on the bottom of Diamond View Way and most would not be directly impacted by the restricted parking. However, most of the testimony supports restricting parking and she believes it was in the best interest of the community to approve the parking restrictions.

Commissioner Johnson thanked staff for all the hours they worked on this issue and the time spent gathering data. She knows safety was staff's top priority. She acknowledged that the process can be frustrating and the Commission cannot please everyone. She understands the frustration a resident might feel losing parking in front of his own home and she realizes parents naturally have worries about safely walking little children across a street. She said the majority of those who testified favor the parking restrictions so she will support the restrictions.

Commissioner McClean said adding signs on the bulb outs of 164th Avenue and 165th Place would make it clear for everyone that parking was not allowed there. He said the challenge was making the decision about restricting parking across from Jade View Way. He said a clear line of sight was important, even if restricting parking allows cars to driver faster. He said they cannot make rules for every exception and in this case everyone's overall safety was most important. He said neighbors could buy slow-down-for-children signs or they could try to qualify for the City's traffic calming program. He supports the parking restrictions for all three areas along Diamond View Way.

Commissioner Conway said he appreciates the neighborhood's cohesion and the work they did trying to follow up with staff. He apologized to the audience for the City's lack of response to their request for help. He said it was outside his sphere of influence, but he has empathy for what they experienced. He said he was concerned when he hears a recommendation stating that the preferred method of fixing a problem was to leave cars parked on the road as a way to slow traffic. He said that indicates a speed issue and they need to work with the City to see how it should be addressed.

Commissioner Conway said he leans toward the preference of the people trying to restrict parking in places where there was danger, as opposed to just other issues involved. He said he wishes the City would take the initiative to put in parking restrictions when a development was designed because it would save a great deal of time and effort later. He agrees with recommendations No. 1 and 2 in the staff report regarding restricting parking east of 164th Avenue and on the corners of 164th and 165th at Diamond View Way. He said he was torn by the idea of a resident not being able to park in front of his own home; however, he heard a great deal of concern from the community. He said another alternative was that they could come back to the City if they

are still concerned about speeding. He said putting cars on the street to lower speed was not the best way, when the two HOAs could work together. He said he empathized with the man who needs on-street parking, but given the line of sight he concurs with the Commissioners. He was still concerned about the speed and he has a genuine concern about safety once the line of sight opens up. He said they have to give this recommendation a "yea" or "nay" so they cannot solve other problems but the neighborhood can come back to the City for help.

Commissioner McClean MOVED, SECONDED by Commissioner Johnson to approve the recommendation on TC 688 "Parking Restrictions on SW Diamond View Way" and include the area across from Jade View Way and the final written order. Question called on the motion. Commissioners Conway, Hosford, Johnson, and McClean voted AYE. The MOTION CARRIED. (4:0)

OLD BUSINESS

There was none.

NEW BUSINESS

Mr. Khasho said Commissioner Vincent Tran had been excused from the Traffic Commission and on September 13, 2011, City Council would appoint Commission alternate John Herring to complete Mr. Tran's term as a Traffic Commissioner. He said the Mayor would likely appoint Mr. Herring to continue as a Commissioner, if Mr. Herring was willing.

Commissioner Conway said he found some interesting flyers from ODOT at the State Fair that he would like to distribute to educate residents on traffic issues.

Commissioner Conway thanked the Police Department for their work during Beaverton Celebration Day. He said he saw officers preparing late Friday evening before the event and officers were on hand Saturday at 6:00 a.m. He said officers helped with the Bike Beaverton event, the Old Town Celebration, the parade, and at traffic detours.

ADJOURNMENT

The September 1, 2011, meeting of the Traffic Commission adjourned at 9:18 p.m.

Debra Callender, Commission Recorder